



National Transportation Safety Board Aviation Accident Final Report

Location:	LEVITTOWN, PR	Accident Number:	MIA90FA101
Date & Time:	04/05/1990, 1745 AST	Registration:	HI515
Aircraft:	LOCKHEED L-1049F	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal, 2 Minor

Flight Conducted Under: Part 91: General Aviation - Ferry

Analysis

THE CAPTAIN OF THE AIRPLANE ELECTED TO TAKE OFF ON A THREE ENGINE FERRY FLIGHT WITHOUT AUTHORIZATION. DURING THE THREE ENGINE CLIMB OUT WITH THE NO.3 PROPELLER FEATHERED, THE NO.2 ENGINE CAUGHT FIRE AND HE COULD NOT EXTINGUISH THE FIRE. HE ATTEMPTED TO RETURN AND DURING THE DESCENT THE NO.1 ENGINE FAILED. HE THEN INTENTIONALLY DITCHED THE AIRPLANE IN THE OCEAN, AND RECEIVED FATAL INJURIES. THE AIRPLANE WAS NOT RECOVERED FROM THE OCEAN AND NO DETERMINATION OF CAUSE COULD BE ASCERTAINED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FIRE OF AN UNDETERMINED ORIGIN THAT RESULTED IN A LOSS OF POWER IN TWO ENGINES DURING A THREE ENGINE FERRY FLIGHT. FACTORS RELATED TO THE ACCIDENT WERE: FAILURE OF THE PILOT TO OBTAIN THE REQUIRED AUTHORIZATION FOR THE THREE ENGINE FERRY FLIGHT, AND HIS OPERATION OF THE AIRCRAFT WITH KNOWN DEFICIENCIES.

Findings

Occurrence #1: FIRE

Phase of Operation: CLIMB - TO CRUISE

Findings

1. (F) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
3. (C) ENGINE COMPARTMENT - FIRE

Occurrence #2: LOSS OF ENGINE POWER

Phase of Operation: DESCENT

Findings

4. 2 ENGINES
5. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #3: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #4: DITCHING

Phase of Operation: LANDING

Findings

6. TERRAIN CONDITION - WATER,ROUGH

Factual Information

Pilot Information

Certificate:	Airline Transport; Commercial; Foreign	Age:	59, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	03/01/1990
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	LOCKHEED	Registration:	HI515
Model/Series:	L-1049F L-1049F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	4192
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	02/04/1990, 100 Hour	Certified Max Gross Wt.:	120000 lbs
Time Since Last Inspection:	22 Hours	Engines:	4 Reciprocating
Airframe Total Time:	16822 Hours	Engine Manufacturer:	CURTIS WRIGHT
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	R-3350
Registered Owner:	AEROLINEAS MUNDO S.A.	Rated Power:	2800 hp
Operator:	AEROLINEAS MUNDO S.A.	Operating Certificate(s) Held:	Flag carrier (121)
Operator Does Business As:		Operator Designator Code:	AMSA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SJU, 10 ft msl	Distance from Accident Site:	11 Nautical Miles
Observation Time:	1750 AST	Direction from Accident Site:	285°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	20 Miles
Lowest Ceiling:	Broken / 3500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	29° C / 22° C
Precipitation and Obscuration:			
Departure Point:	SAN JUAN, PR (SJU)	Type of Flight Plan Filed:	VFR
Destination:	SANTO DOMINGO, OF	Type of Clearance:	None
Departure Time:	1730 AST	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Fatal, 2 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	In-Flight
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal, 2 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ANDREW A ALSTON	Report Date:	09/10/1992
Additional Participating Persons:	NIEVES; SAN JUAN, PR		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).